DEPARTMENT OF TRANSPORTATION
DES-OE MS #43
1727 30TH Street, 2ND Floor
Sacramento, CA 95816

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April 2, 2002

03-Sac,Pla-80,51,244-M14.6/28.9,0.0/1.1,13.7,0.2
03-3546U4
ACNHI-ACBHNHI-080-3(227)94N

Addendum No. 1

Dear Contractor:

This addendum is being issued to the contract for construction on State highway in SACRAMENTO AND PLACER COUNTIES IN SACRAMENTO, CITRUS HEIGHTS, AND ROSEVILLE ON ROUTE 80 FROM DEL PASO PARK OVERHEAD AND SEPARATION TO CIRBY WAY OVERCROSSING AND AT ROUTE 80, 51, 244 SEPARATION.

Submit bids for this work with the understanding and full consideration of this addendum. The revisions declared in this addendum are an essential part of the contract.

Bids for this work will be opened on April 9, 2002.

This addendum is being issued to revise the Project Plans, the Notice to Contractors and Special Provisions, the Proposal and Contract, and the Federal Minimum Wages with Modification Number 2 dated 3-22-02. A copy of the modified wage rates are available for the contractor's use on the Internet Site:

http://www.dot.ca.gov/hq/esc/oe/weekly_ads/addendum_page.html

Project Plan Sheet 75 is revised as follows:

In Section G-G, reference to Concrete Barrier (Type 60E) is changed to Concrete Barrier (Type 60) and reference to Concrete Barrier (Type 60) is changed to Concrete Barrier (Type 50E).

Project Plan Sheet 655 is revised as follows:

In the EXISTING SERVICE WIRING DIAGRAM, Service No. 03242440000240, the 60 A breaker is replaced with a 40 A breaker.

Project Plan Sheets 657, 658, 659, 660, 677, 678, 681, and 752 are revised. Half-sized copies of the revised sheets are attached for substitution for the like-numbered sheets.

In the Special Provisions, Section 1, "SPECIFICATIONS AND PLANS," subsection "AMENDMENTS TO JULY 1999 STANDARD SPECIFICATIONS, UPDATED DECEMBER 31, 2001," subsection "SECTION 86: SIGNALS, LIGHTING AND ELECTRICAL SYSTEMS," is replaced as attached.

03-Sac,Pla-80,51,244-M14.6/28.9,0.0/1.1,13.7,0.2
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In the Special Provisions, Section 4, "BEGINNING OF WORK, TIME OF COMPLETION AND LIQUIDATED DAMAGES," in "INTERNAL TIME OF COMPLETION," the first and second paragraphs are revised as follows:

"The Contractor shall diligently prosecute to completion the work described in "Designated Portion of Work" of these special provisions before the expiration of 120 WORKING DAYS beginning on the following calendar day after work has begun at each location. Delays due to inclement weather shall not apply.

The Contractor shall pay to the State of California the sum of $2,600 per day, for each and every calendar day's delay in finishing the work described in "Designated Portion of Work" in excess of the number of working days prescribed above."

In the Special Provisions, Section 10-1.16, "MAINTAINING TRAFFIC," lane closure charts 11 and 12 are revised as attached.

In the Special Provisions, Section 10-1.52, "REPLACE CONCRETE PAVEMENT," is revised as attached.

In the Special Provisions, Section 10-1.83, "CHAIN LINK RAILING," is revised as follows:

"10-1.83 CHAIN LINK RAILING

Chain link railing (Type 7) shall conform to the provisions in Section 83-1, "Railings," of the Standard Specifications."

In the Proposal and Contract, the Engineer’s Estimate Item 187 is revised as attached.

To Proposal and Contract book holders:

Replace page 12 of the Engineer's Estimate in the Proposal with the attached revised page 12 of the Engineer's Estimate. The revised Engineer's Estimate is to be used in the bid.

Indicate receipt of this addendum by filling in the number of this addendum in the space provided on the signature page of the proposal.

Submit bids in the Proposal and Contract book you now possess. Holders who have already mailed their book will be contacted to arrange for the return of their book.

Inform subcontractors and suppliers as necessary.

This office is sending this addendum by UPS overnight mail to Proposal and Contract book holders to ensure that each receives it.

If you are not a Proposal and Contract book holder, but request a book to bid on this project, you must comply with the requirements of this letter before submitting your bid.

Sincerely,

ORIGINAL SIGNED BY

REBECCA D. HARNAGEL, Chief
Office of Plans, Specifications & Estimates
Office Engineer

Attachments

SECTION 86: SIGNALS, LIGHTING AND ELECTRICAL SYSTEMS

Issue Date: February 28, 2002

The seventh paragraph of Section 86-2.03, "Foundations," of the Standard Specifications is amended to read:

• Forms shall be true to line and grade. Tops of foundations for posts and standards, except special foundations, shall be finished to curb or sidewalk grade or as directed by the Engineer. Forms shall be rigid and securely braced in place. Conduit ends and anchor bolts shall be placed in proper position and to proper height, and anchor bolts shall be held in place by means of rigid templates. Anchor bolts shall not be installed more than 1:40 from vertical.

The twelfth paragraph of Section 86-2.03, "Foundations," of the Standard Specifications is amended to read:

• Plumbing of the standards shall be accomplished by adjusting the leveling nuts before placing the mortar or before the foundation is finished to final grade. Shims, or other similar devices shall not be used for plumbing or raking of posts, standards or pedestals. After final adjustments of both top nuts and leveling nuts on anchorage assemblies have been made, firm contact shall exist between all bearing surfaces of the anchor bolt nuts, washers, and the base plate.

Section 86-8.01, "Payment," of the Standard Specifications is amended to read by adding the following paragraph after the first paragraph:

• If a portion or all of the traffic signal poles and lighting standards, pursuant to Standard Specification Section 86, "Signals, Lighting and Electrical Systems," are fabricated more than 480 air line kilometers from both Sacramento and Los Angeles, additional shop inspection expenses will be sustained by the State. Whereas it is and will be impracticable and extremely difficult to ascertain and determine the actual increase in such expenses, it is agreed that payment to the Contractor for furnishing such items from each fabrication site located more than 480 air line kilometers from both Sacramento and Los Angeles will be reduced $5000; in addition, in the case where a fabrication site is located more than 4800 air line kilometers from both Sacramento and Los Angeles, payment will be reduced an additional $3000 per each fabrication site ($8000 total per site).

Chart No. 11
Multilane Lane Requirements

Direction: EASTBOUND/WESTBOUND Location: Route 244

FROM HOUR TO HOUR	a.m. 12	1	2	3	4	5	6	7	8	9	10	11	p.m. 12	1	2	3	4	5	6	7	8	9	10	11	12
Mondays	X	X	X	X	X	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Tuesdays through Thursdays	X	X	X	X	X	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Fridays	X	X	X	X	X																				
Saturdays																									
Sundays	X	X	X	X	X																2	2	2	2	
Day before designated legal holiday and Designated legal holidays																									

Legend:

X	Full closure allowed for falsework erection and removal and bridge removal (portion) as shown on the detour plans. All traffic queues shall be cleared before another full closure is permitted. At all other times, a minimum of one paved traffic lane, not less than 3.4 m wide, shall be open for use by public traffic.
2	A minimum of two paved traffic lanes shall be open for use by public traffic. (One lane not less than 3.6 m wide in each direction of travel).
	No closure allowed.

REMARKS: **THIS CHART FOR FALSEWORK ERECTION, AND REMOVAL AND BRIDGE REMOVAL (PORTION).**

Chart No. 12
Multilane Lane Requirements

Direction: EASTBOUND/WESTBOUND Location: 03-Sac-80-19.79/20.60

FROM HOUR TO HOUR	a.m. 12	1	2	3	4	5	6	7	8	9	10	11	p.m. 12	1	2	3	4	5	6	7	8	9	10	11	12
Mondays	X	X	X	X																					
Tuesdays through Thursdays	X	X	X	X																					
Fridays	X	X	X	X																					
Saturdays																									
Sunday																									
Day before designated legal holiday and Designated legal holidays																									

Legend:

X	Full closure allowed for 30 minutes for lowering of superstructure on to substructure as shown on the traffic handling plans (ramp on-site detour). All traffic queues shall be cleared before another full closure is allowed. Full closure allowed for falsework erection and removal, and bridge removal (portion) as shown on the traffic handling plans (crossover on-site detour). Except as noted herein, all available traffic lanes shall be open for use by public traffic in opposite direction of detoured traffic as shown on the traffic handling plans (crossover on-site detour).
	No closure allowed.

REMARKS: **THIS CHART FOR FALSEWORK ERECTION AND REMOVAL, LOWERING OF SUPERSTRUCTURE ON TO FOUNDATIONS, AND BRIDGE REMOVAL (PORTION).**

10-1.52 REPLACE CONCRETE PAVEMENT

Replace concrete pavement shall consist of removing existing portland cement concrete pavement and replacing the removed pavement with new portland cement concrete pavement as shown on the plans and in conformance with these special provisions.

GENERAL

The exact limits of concrete pavement removal and replacement will be determined by the Engineer.

Existing concrete pavement removed during a work period shall be replaced, in that same work period, with concrete pavement which shall be cured for at least 4 hours prior to the time the lane is to be opened to public traffic as designated in "Maintaining Traffic" of these special provisions. In the event the existing pavement are removed and the Contractor is unable, as determined by the Engineer, to construct, finish, and cure the new concrete pavement by the time the replacement pavement is to be opened to public traffic, the excavation shall be filled and compacted with a temporary roadway structural section as specified in this section "Replace Concrete Pavement."

The outlines of excavations in the shoulder pavement, except where a joint exists, shall be cut on a neat line to a minimum depth of 75 mm with a power-driven concrete saw or wheel-type rock cutting excavator before shoulder material is removed. Excavations shall be permanently or temporarily backfilled to conform to the grade of the adjacent pavement prior to opening the replacement pavement to public traffic. Surplus excavated material may be used as temporary backfill material.

The outline of concrete to be removed shall be sawed full depth with a power-driven saw except where the concrete is adjacent to an asphalt concrete shoulder.

REMOVING EXISTING PAVEMENT

Regardless of the type of equipment used to remove concrete within the sawed outline, the surface of the concrete to be removed shall not be impacted within 0.5-m of the pavement to remain in place. Pavement removal shall be performed without damage to pavement that is to remain in place. Damage to pavement that is to remain in place shall be repaired to a condition satisfactory to the Engineer, or the damaged pavement shall be removed and replaced with new concrete pavement if ordered by the Engineer. Repairing or removing and replacing damaged pavement outside the limits of concrete pavement replacement shall be at the Contractor's expense and will not be measured nor paid for.

Removed materials shall be disposed of outside the highway right of way in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

The material remaining in place, after removing pavement to the required depth, shall be graded to a uniform plane, watered, and compacted. The finished surface of the remaining material shall not extend above the grade established by the Engineer.

Areas of the material which are low as a result of over excavation shall be filled, at the Contractor's expense, with pavement concrete at the time and in the same operation that the replacement concrete is placed.

PORTLAND CEMENT CONCRETE REPLACEMENT PAVEMENT

Portland cement concrete replacement pavement shall conform to the provisions for concrete pavement in Section 40, "Portland Cement Concrete Pavement," of the Standard Specifications and these special provisions.

The provisions in Section 40-1.015, "Cement Content," of the Standard Specifications shall not apply.

The concrete for replacement pavement shall contain not less than 400 kg of portland cement per cubic meter. Portland cement shall be Type II Modified, Type II Prestress or Type III. Type II Modified and Type III cement shall conform to the provisions in Section 90-2.01, "Cement," of the Standard Specifications. Type II Prestress cement shall conform to the provisions for Type II Modified cement, except the mortar, containing the portland cement to be used and Ottawa sand, when tested in conformance with California Test 527, shall not contract in air more than 0.053-percent.

Calcium chloride conforming to the provisions in Section 90-4, "Admixtures," of the Standard Specifications shall be added to the concrete mix at a rate not to exceed 2 percent of the dry mass of the cement. The exact rate will be determined by the Engineer.

Chemical admixtures and mineral admixtures shall not be used to replace portland cement.

Prior to placing concrete, a 6-mm thick commercial quality polyethylene flexible foam expansion joint filler shall be placed across the original transverse joint faces and extend the full depth of the excavation with the top of the joint filler flush with the top of pavement. The joint filler shall be secured to the face of the existing pavement joint face by a method that will hold the joint filler in place during placement of concrete.

The penetration of concrete mixes for slab replacement shall conform to the provisions in Section 90-6.06, "Amount of Water and Penetration," of the Standard Specifications, except that the nominal penetration shall not exceed 35 mm and the maximum penetration shall not exceed 65 mm.

Concrete shall not be placed when the atmospheric temperature is 4°C or lower. Concrete shall not be placed when the atmospheric temperature is between 4°C and 10°C unless a written outline of proposed methods for protecting the concrete from rapid cooling has been submitted by the Contractor and approved by the Engineer. Concrete placed when the atmospheric temperature is between 4°C and 15°C shall contain Type II Prestress or Type III portland cement. Concrete placed when the atmospheric temperature is 15°C or higher shall contain Type II Modified, Type II Prestress or Type III portland cement.

Concrete shall be spread, compacted, and shaped using stationary side forms in conformance with the provisions in Section 40-1.07, "Spreading, Compacting and Shaping," and Section 40-1.07A, "Stationary Side Form Construction," of the Standard Specifications, except as follows:

A. The third paragraph in Section 40-1.07 shall not apply.
B. Wood side forms not less than 38 mm thick may be used. Wood side forms shall conform to the provisions in Section 51-1.05, "Forms," of the Standard Specifications.
C. The concrete may be spread, shaped, and compacted in conformance with the provisions in the last paragraph in Section 40-1.07A.
D. The elevation of the completed pavement surface shall be such that water will not pond on either side of the longitudinal contact joint with the existing parallel concrete pavement.
E. The new pavement surface at the longitudinal contact joint with the existing parallel concrete pavement shall conform as closely as possible to the elevation of the existing concrete pavement. A difference in elevation between the new pavement and the existing pavement shall be eliminated by finishing the new pavement within 0.3-m of the existing pavement by hand methods, adding or removing concrete as necessary.

The joint detail shown on the plans for transverse and longitudinal joints, including the foam backer rod and silicone joint sealant and the longitudinal joint tie bar detail shown on the plans, shall not apply.

Transverse weakened plane joints shall be constructed to match the spacing and skew of the existing transverse weakened plane joints in the adjacent concrete pavement. If transverse weakened plane joints are to be sawed, the exact time of sawing shall be the Contractor's responsibility, but in any event, the joints shall be sawed prior to opening the pavement to public traffic.

The provisions in Section 40-1.08B(3), "Repair of Spalls, Ravelling and Tearing," of the Standard Specifications shall not apply.

Tests to determine the coefficient of friction of the final textured surface will be made only if the Engineer determines by visual inspection that the final texturing may not have produced a surface having the specified coefficient of friction. Tests to determine the coefficient of friction will be made after the pavement is opened to public traffic, but not later than 5 days after concrete placement. Grooving of pavement areas having a coefficient of friction of less than 0.30, as determined by the tests, shall be performed prior to the installation of the required edge drains adjacent to the areas to be grooved.

Transverse and longitudinal straightedge requirements shall not apply to the pavement surface within 0.3-m of longitudinal contact joints with existing concrete pavement. Longitudinal straightedge requirements shall apply at transverse contact joints with existing concrete pavement and when the straightedge is placed with the midpoint coincident with the joints.

The surface of the concrete pavement will not be profiled and the Profile Index requirements shall not apply.

Concrete replacement pavement shall be cured using curing compound. The curing compound shall be curing compound (1) as specified in Section 90-7.01B, "Curing Compound Method," of the Standard Specifications. The curing compound shall be applied at the nominal rate of 0.25-L/m^2. The minimum curing period specified in this section "Replace Concrete Pavement" shall be considered as starting when the curing compound has been applied to the entire slab or slabs of pavement being replaced. Fogging of the pavement surface with water after the curing compound has been applied will not be required. Damage to the curing compound after the pavement is opened to public traffic shall not be repaired. If the film of the curing compound is damaged from any cause before the pavement is opened to public traffic, the damaged portion shall be repaired immediately with additional compound, at the Contractor's expense.

TEMPORARY ROADWAY STRUCTURAL SECTION

A sufficient standby quantity, as determined by the Engineer, of asphalt concrete and aggregate base shall be provided at the project site for construction of a temporary roadway structural section where existing pavement is being replaced. The temporary structural section shall be maintained and later removed as a first order of work when the Contractor is able to construct and cure the new concrete pavement replacement within the prescribed time limit. The temporary structural section shall consist of 90-mm thick asphalt concrete over aggregate base.

The aggregate base for the temporary structural section shall be produced from commercial quality aggregates consisting of broken stone, crushed gravel or natural rough-surfaced gravel, and sand or any combination thereof. The grading of the aggregate base shall conform to the 19-mm Maximum grading specified in Section 26-1.02A, "Class 2 Aggregate Base," of the Standard Specifications.

The asphalt concrete for the temporary structural section shall be produced from commercial quality aggregates and asphalt binder. The grading of the aggregate shall conform to the 19-mm Maximum, Medium grading in Section 39-2.02, "Aggregate," of the Standard Specifications and the asphalt binder shall conform to the provisions for liquid asphalt SC-800 in Section 93, "Liquid Asphalts," of the Standard Specifications. The amount of asphalt binder to be mixed with the aggregate shall be approximately 0.3-percent less than the optimum bitumen content as determined by California Test 367.

Aggregate base and asphalt concrete for the temporary structural section shall be spread and compacted by methods that will produce a well-compacted, uniform base, free from pockets of coarse or fine material and a surface of uniform smoothness, texture, and density. The aggregate base may be spread and compacted in one layer and the asphalt concrete may be spread and compacted in one layer. The finished surface of the asphalt concrete shall not vary more than 15 mm from the lower edge of a straightedge, 3.6 m ± 0.06-m long, placed parallel with the centerline and shall match the elevation of the existing concrete pavement along the joint between the existing pavement and temporary surfacing.

The material from the removed temporary structural section shall be disposed of outside the highway right of way in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications except that removed aggregate base may be stockpiled at the project site and reused for construction of another temporary structural section. When no longer required, standby material or stockpiled material for construction of temporary structural sections shall be removed and disposed of outside the right of way in conformance with Section 7-1.13.

MEASUREMENT AND PAYMENT

Replace concrete pavement will be measured and paid for in the same manner specified for concrete pavement in Section 40-1.13, "Measurement," Section 40-1.14, "Payment," of the Standard Specifications, except that the provisions in Section 40-1.135, "Pavement Thickness," of the Standard Specifications shall not apply.

Full compensation for removing and disposing of existing concrete pavement; furnishing and disposing of standby materials for construction of a temporary structural section; and constructing, maintaining, removing, and disposing of temporary structural sections shall be considered as included in the contract price paid per cubic meter for replace concrete pavement and no separate payment will be made therefor.

ENGINEER'S ESTIMATE
03-3546U4

Item	Item Code	Item	Unit of Measure	Estimated Quantity	Unit Price	Item Total
181	023304	CONCRETE BARRIER DELINEATOR (400 MM)	EA	19		
182	820107	DELINEATOR (CLASS 1)	EA	140		
183	023305	HIGHWAY POST MARKER	EA	10		
184	820141	OBJECT MARKER (TYPE K-1)	EA	9		
185	820151	OBJECT MARKER (TYPE L-1)	EA	18		
186 (S)	832001	METAL BEAM GUARD RAILING	M	530		
187 (F)	833032	CHAIN LINK RAILING (TYPE 7)	M	108		
188 (F)	833140	CONCRETE BARRIER (TYPE 26)	M	108		
189	833160	CONCRETE BARRIER (TYPE 27)	M	110		
190	839512	CONCRETE HEADLIGHT GLARE SCREEN	M	240		
191 (F)	839521	CABLE RAILING	M	240		
192 (S)	839551	TERMINAL SECTION (TYPE B)	EA	4		
193 (S)	839559	TERMINAL SYSTEM (TYPE ET)	EA	2		
194 (S)	839565	TERMINAL SYSTEM (TYPE SRT)	EA	28		
195 (S)	839568	TERMINAL ANCHOR ASSEMBLY (TYPE SFT)	EA	27		
196 (S)	839591	CRASH CUSHION, SAND FILLED	EA	3		
197 (S)	839601	CRASH CUSHION (TYPE CAT)	EA	2		
198 (S)	839602	CRASH CUSHION (TYPE CAT) BACKUP	EA	2		
199 (S)	839604	CRASH CUSHION (REACT 9CBB)	EA	1		
200	839701	CONCRETE BARRIER (TYPE 60)	M	5610		